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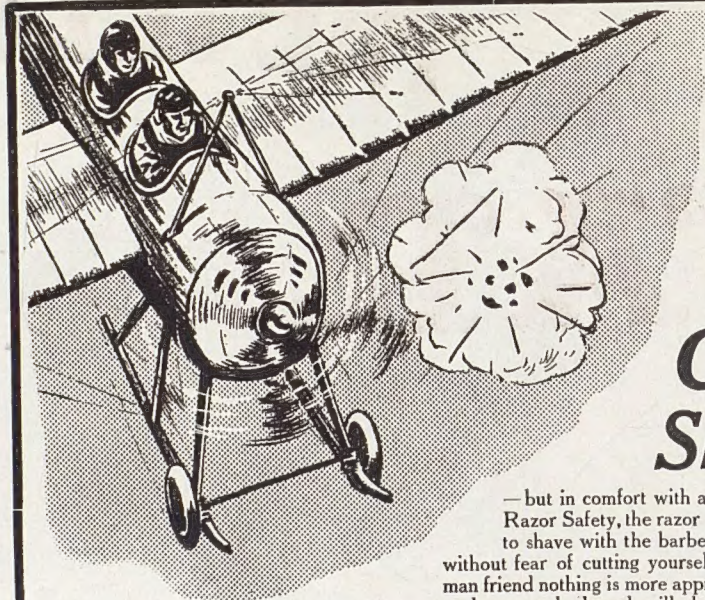
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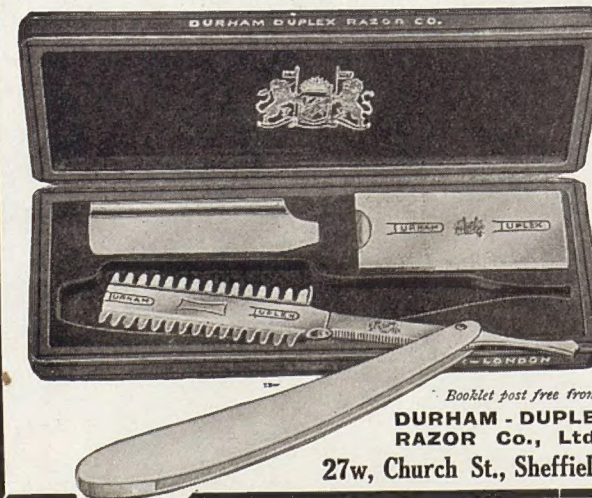
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AS USED ALSO BY THE GERMANS: A MOTOR-CYCLE WITH A SIDE-CAR MACHINE-GUN (A WEAPON OF THE NEW BRITISH CORPS).

THE GREAT WAR.

THE last week, ending on Sunday night—marked by a lull in the land-fighting of the western theatre of war, the lull, perhaps, before the final storm—was rich in mingled victory and disaster for the Allied cause—a chequered record such as that of every war must necessarily be—for never again will the unbroken “walk over” of the Germans in 1870 be repeated. To begin with, it fell to one of our patrol-vessels

to ram and sink a German submarine off the north coast of Scotland—the crew, who had hung out a white flag, being saved by a British destroyer; while our naval power—at which the caustic wits of Berlin and the wealthy capitalists of Hamburg had begun to sneer—gave a much better taste of its quality by reducing to wreck and ruin (in association with some French war-vessels) the efforts of the Germans to establish a naval base at Zeebrugge, some thirteen miles north of Ostend. Zeebrugge is Dutch-Flemish for

“Sea-bridge,” but it is not from there that our would-be invaders are going to find a gangway, or stepping-stone sort of passage, to Deal, where Julius Cæsar made his first and second landing in this country a little more than half a century before the birth of Jesus Christ. At Zeebrugge, with its Bruges Canal locks, and sheltering pier over a mile long, they had

collected all sorts of Chinese-puzzle apparatus, including sections of submarines brought thither overland by rail and canal route, to be hammered together and hurled against the hulls of our battleships. But, so far, the hammering has all been on the side of the Allies, whose “Long Tom” bombardment from the sea seems to have reduced to scrap-iron all those elaborate mechanisms and thus enabled us to “spit into the soup” of the Germans—to use one of their own locutions more savouring of vigour than of refinement. But it is probable that the Germans will seek to

make as light of the ruination of their invasive schemes at Zeebrugge as they also did of the wrecking of their Zeppelin air-sheds and factories at Friedrichshafen by three of our daring airmen.

On the other hand, those German enemies of ours will find ample cause for crowing over us in the utter destruction of our battle-ship *Bulwark*, with all on board, in the tranquil waters of the Medway—a catastrophe without a parallel almost in the history of our Navy, or only to be equalled by the sudden

sinking of Kempenfelt's *Royal George* with his “twice four hundred men” at Spithead, in 1782, or the loss of the *Queen Charlotte* in 1890 with 700 officers and men. In 1870 the top-heavy turret-ship, *Captain* (Captain Burgoyne), foundered in the Bay of Biscay, with 500 souls, on the same night that the *Empress Eugénie*, in her flight from France, all but escaped

(Continued overleaf.)



WHERE PEOPLE ARE REPORTED TO HAVE RETIRED TO THEIR CELLARS IN FEAR OF BOMBARDMENT BY BRITISH WAR-SHIPS :
GERMAN MARINES MOUNTING A GUN AT OSTEND.

On the same day (November 24) that the Admiralty announced the bombardment of Zeebrugge, some fourteen miles from Ostend up the Belgian coast, it was reported from Amsterdam that a second squadron had bombarded the region between Ostend and Wenduine. A report from Sluis said that the population of Ostend had taken to the cellars some days before. The photographer states that the British ships waited till the German Marines at Ostend had got their defences well in hand before bombarding them.—[Photograph by Newspaper Illustrations, Ltd.]



THE WEAPONS THAT "SMOTHERED" TSING-TAU: JAPANESE SIEGE-HOWITZERS IN TRANSIT TO THE MAIN BATTERIES.

Our Allies in the Far East, profiting by their experience before Port Arthur, were satisfactorily equipped beforehand for the bombardment of Tsing-tau with a siege-train of extremely powerful howitzers. Five of the monster weapons, whose shells reduced the German outer forts in succession by "smothering" them under a fire of high-explosive projectiles, then concentrated their efforts on the electric-power station.

By overwhelming that, as the telegrams describing the fall of Tsing-tau on October 7 stated, they incapacitated the enemy's principal engines of defence, paralysing at one stroke the nerve-centre of the German resistance, and preventing the mined areas round the main fortress being exploded. Thus also the delivery of the death-blow, the storming of the citadel fort, was rendered possible.—[Photo. by C.N.]

the same fate when crossing from Trouville to Ryde in his cousin Sir John Burgoyne's yacht *Gazelle*; while the ramming and sinking of the *Victoria* off the coast of Syria, in 1893, also proved the coffin of some 400 of our gallant sailors. But hitherto our Navy, our nation, has never had to mourn over such a calamity as that which befell the two French battle-ships—*Jena* and *Liberlé*—blown up at Toulon, in 1907 and 1911 respectively, and also the United States war-vessel *Maine*, similarly sunk in Havana Harbour in 1898. It was assumed that the last-named disaster was due to an explosion from the outside, and thus brought about the Spanish-American war; but when the sunken vessel was at last raised in 1911, and examined by an expert Commission, it was concluded that, after all, the explosion had not been external, but internal, and that the war in question had, therefore, been waged on a false assumption! As for the two French battle-ships at Toulon,

it was equally found that their destruction had been due to spontaneous combustion in the magazines, owing to deterioration of powder through lapse of time, or something of that sort; while it is now assumed that the destruction of our *Bulwark* must have resulted from a similar cause and not from the torpedo of an enemysubmarine. Yet, shortly before, a German submarine had torpedoed one of our gun-boats in the Downs, while another had been found prowling (and rammed) off the north-east coast of Scotland, and perhaps the Germans may think that it is just as easy for them to penetrate into the Medway as into the Moray Firth. By the blowing up of the *Bulwark* (not one of the kind of which Campbell sang that "Britannia needs no

bulwarks, no towers along her steep"), the loss of life in almost a minute's time amounted to between 700 and 800 souls, which, added to the naval casualties of all kinds as certified by the Admiralty since the beginning of the war, aggregates something like 8000, of which about 5000 stand for "killed"—in three and a half months, or only a little less than the lives we lost on the actual field of battle in over two and a half years of the Boer War.

So far, therefore, our deaths at sea would seem to surpass our corresponding casualties on land, for though our losses in the field have been heavy, by far the larger proportion—and that is where the source of consolation for so many mourners comes in—fall under the head of "wounded," of whom at least about nine-tenths will recover. As Lord Kitchener said, "Although the number of casualties reported is heavy, our actual losses are relatively low, and it must not be forgotten that wounded officers and men returning to the front are the more valuable from having learnt the caution born of experience which adds to the qualifications of the bravest soldier who is taking part in such a campaign as this."

Our losses in the field were thus low in comparison with those of the enemy, who outnumbered us on the Yser in the proportion of eleven to four, seeing that the Germans hurled eleven army corps against our eight divisions forming four such corps, including several divisions of cavalry who, discarding their spurs and swords, have been lining the trenches—seven miles of them—with rifle and bayonet, thus reverting to the original functions of Dragoons, who at first were simply mounted infantry. According to

[Continued overleaf.]



ONE OF THE NAVAL AIRMEN WHO RAIDED FRIEDRICHSHAFEN: FLIGHT-COMMANDER J. T. BABINGTON, R.N.A.S. The air-raid on Friedrichshafen on Nov. 21 was led by Commander Briggs. He was reported to have been shot down, wounded, and taken to hospital as a prisoner. Commander Babington and Lieut. Sippe, who accompanied him, returned safely, and said that their bombs had seriously damaged the Zeppelin factory.

Photo. by Birkett.



REPORTED WOUNDED AND CAPTURED IN THE AIR-RAID ON FRIEDRICHSHAFEN: SQUADRON-COMMR. E. F. BRIGGS, R.N.A.S.

Photo. by Sport and General.



ONE OF THE NAVAL AIRMEN WHO RAIDED FRIEDRICHSHAFEN: FLIGHT-LIEUTENANT S. V. SIPPE, R.N.A.S.

Photo. by Topical.



"THE MISERY OF LIVING IN MUD AND SLUSH": CHEERFUL BRITISH SOLDIERS MAKING THE BEST OF VERY UNCOMFORTABLE CONDITIONS.

Life in the trenches during bad weather produces the maximum of discomfort, yet our gallant troops manage to keep up their spirits through it all. Photographs Nos. 1 and 2 show cavalrymen cleaning saddles and accoutrements under sleet and snow; No. 3, Cooking operations at a field-kitchen; and No. 4, The entrance to a "dug-out" in a British trench. Writing of the hardships caused by the

weather, "Eye-Witness" said on November 23: "Since the snow has frozen hard the men in the firing line are no longer suffering the misery of living in mud and slush . . . but it is almost impossible for them to keep warm at night in the open trenches. . . . Many men are so stiff that they have to be lifted out, and some have suffered from frost-bite."—[Photos. by Newspaper Illustrations and Photopress.]

official figures published at Berlin—though there may be a good deal of bluff in them—the Germans have now in the field, east and west, no fewer than ninety-eight army corps, apart from the Landsturm and other supernumeraries, totalling, say, four millions of men, of whom the French compute that about two millions are in the western theatre of war. If this be so, no wonder that the Allies have their work cut out for them ;



AWARDED THE VICTORIA CROSS :
DRIVER FREDERICK LUKE, R.F.A.

Driver Luke, of the 37th Battery, Royal Field Artillery, has received the V.C. "for valour" at Le Cateau on Aug. 26. He helped, as a volunteer, to save guns under fire from German infantry one hundred yards away. Portraits of other recipients of the V.C. appear on another page.

but we have the authority of Lord Kitchener for the statement that the French have so far "not lost a single yard of ground" during all the fighting since the German retreat from the Marne ; while our own invincible heroes have so comported themselves during the desperate struggle as to draw from their supreme Commander this unparalleled eulogy—

"Your fighting qualities, courage, and endurance have been subjected to the most trying and severe tests, and you have proved yourselves worthy descendants of the British soldiers of the past who have built up the magnificent traditions of the regiments to which you belong. You have not only maintained those traditions, but you have materially added to their lustre. It is impossible for me to find words in which to express my appreciation of the splendid services you have performed."

Moreover, according to Lord Kitchener, "reinforcements have replaced our casualties, and the troops under Sir John French are now refitted, in the best of spirits, and confident of success under their leader."

There is the more reason for us to be encouraged since Lord Kitchener, while reassuring us as to the military position in the west, was also able to tell us that fresh victory has also been gilding the arms of our Russian allies in the east. But on this subject the rumours and statements are conflicting. We have a Military Attaché, Colonel Hanbury-Williams, at the headquarters of the Grand Duke Nicholas, who may be supposed to be the trustworthy informant of our War Office, and what Lord Kitchener said in the House of Lords was this : "After a hotly contested battle [on the Russian right flank on the Vistula], the reinforced Russian troops in

the neighbourhood have been able to check and defeat the Germans, with, I believe, heavier losses than they have ever sustained before. In the meantime, the Russian advance on Cracow and in the Carpathian Mountains has been uninterrupted, and has driven the Austrian forces before it."

This comparatively moderate statement of the case must be presumed to have been based on official figures, and a statement which received vivid embellishment from less authoritative sources to the effect that von Hindenburg had got his armies into such a tangle between the Warta and the Vistula, with Lodz for their approximate centre, that he was bound to suffer another Sedan, and that thus the decisive blow of the war was about to be struck. On the other hand, the reports from the Russian headquarters continue to be reticent, not to say reserved, the Grand Duke contenting himself with saying that "the battle, taking the front as a whole, is developing very favourably for us."

At the same time, he claimed that, "in falling back, the Germans have suffered immense losses" ; while, on the other hand, there was the incident of the Kaiser conferring the rank of Field-Marshal on General von Hindenburg in recognition of his having captured 60,000 Russian prisoners, 150 guns, and about 200 machine-guns — an

(Continued overleaf.)



WHERE IT IS BELIEVED THERE WAS A MIRACLE : A CHURCH ON FIRE IN A TOWN WHICH THE GERMANS OCCUPIED.

The British officer who took this photograph states that the only thing that was untouched in the church here shown burning was the crucifix, although the fire raged all night inside the building. The inhabitants, he says, regard the incident as a miracle.



THE WAR OF UNDERGROUND BURROWING: BRITISH OFFICERS AT THEIR MEAL IN A TRENCH-SHELTER, OR "DUG-OUT."

Modern conditions of warfare have compelled the troops in many places to revert to the customs of primitive man, and to live in underground pits dug out of the earth, either at intervals in the trenches or in convenient places near the firing line. Where time and circumstances have permitted, some of these "dug-outs" have been rendered comparatively comfortable, in contrast to the state of the open

trenches during wintry weather, which the Headquarters "Eye-Witness" recently described as "wretched beyond description." At the same time, as regards the general state of the troops, he was able to report: "Nevertheless, bodily the men are in good condition. Food in abundance has reached them regularly, except in a few cases such as are incidental to trench warfare."—[Photograph by Photopress.]

apparent contradiction which wants a good deal of explaining, or at least reconciling, with the Muscovite version of the week's great battle. *Per contra*, there is, so far, no denial of the statement that, in the Cracow region, the Russians had achieved another crushing victory over the Austrians, capturing 7000 prisoners and a large number of guns. But, regarded as a whole, the Russians seem to be having the best of it as against their Austro-German foes in Poland.

Moreover, the Russians have been capping their successes in Poland by carrying fire and sword from the Caucasus into Asia Minor, their more immediate objectives being Van and Erzeroum, as in 1877, when they carried all before them.

But a still more pointed reply to the insensate, the suicidal action of Turkey in throwing in her lot with our enemies was our prompt and brilliant capture of Basra, at the head of the Persian Gulf, by a specially equipped expedition from India, another striking instance of our organising and sea-power—a blow delivered from India over a distance of 1500 miles within little more than a fortnight from the date of our being in a state of war with Turkey.

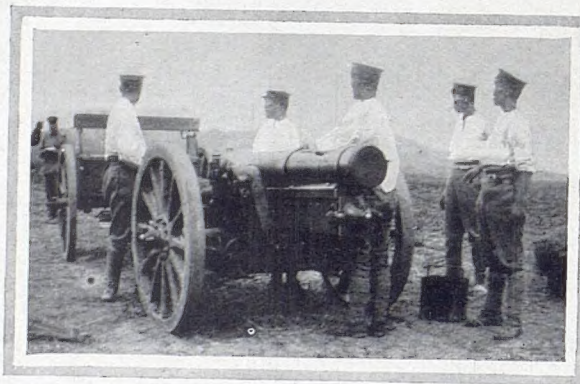
As a seaport, Basra is famous throughout the

East, serving as a commercial outlet for all Mesopotamia, and destined to become the terminus of the Baghdad Railway, so that all the German dreams of conquest and commercial influence in this direction have now crumbled into dust, with the rest of the Kaiser's Colonial Empire.

This capture of Basra is a far more serious blow to Germany than the taking of Kiaochow. The loss of our *Bulwark*, apart from its gallant lives, has been far more than offset by the capture of such an important place as Basra by our Indian troops, who have been furthermore showing their mettle in East Africa and Egypt, where the line of the Suez Canal may be regarded as no less safe from Turkish attack than the line of the Yser in Flanders against German assault—a result which is due, partly, to the heroic co-operation of the fine force composed of our fellow-subjects from Hindustan.

A force put at 76,000 men under Djemal Pasha—a prominent Young Turk—is said to be moving against the Suez Canal from the Syrian quarter, but it might just as well move against the Nile Cataracts for all it can do to achieve its aim. *Nous y sommes, et nous y restons*—to paraphrase Mac Mahon's famous *mot* at the Malakoff.

LONDON, NOVEMBER 30, 1914.



AT TSING-TAU: A JAPANESE 6-INCH HOWITZER—THE GUNNERS BEING TOLD NOT TO LET IT BE PHOTOGRAPHED!

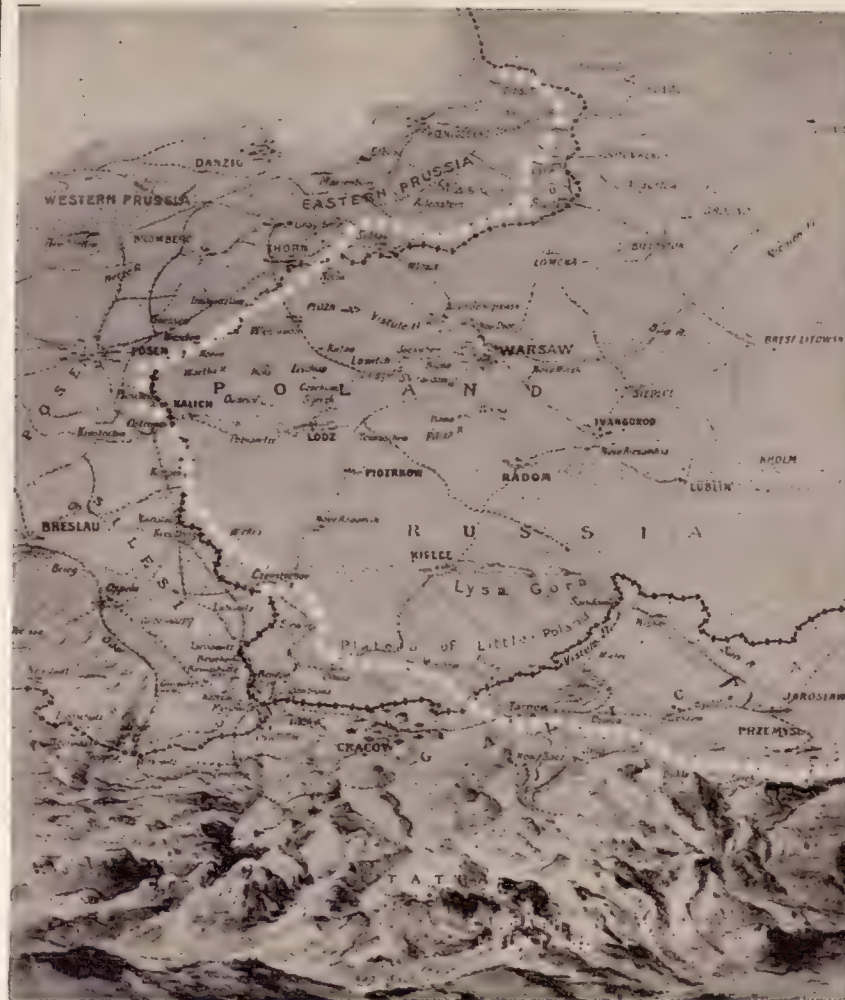


THE JAPANESE AT TSING-TAU: DRIVING PILES FOR THE CONSTRUCTION OF A LANDING-PIER IN LAOSHAN BAY.

The German garrison at Tsing-tau surrendered on November 7. The blockade began on August 27, and the Japanese troops landed in Laoshan Bay on September 18, and were joined on the 24th by a small British force. It was stated on November 21 that General Kami, the Japanese Commander-in-Chief, had been appointed Governor-General of Tsing-tau, and that some 3000 German prisoners had been taken to Japan.



THE JAPANESE AT TSING-TAU: THE PIER WHEN NEARLY COMPLETED, AND TRANSPORTS LYING OFF IN LAOSHAN BAY.



THE "EASTERN THEATRE": RUSSIA'S VAST BATTLE-GROUND AGAINST TWO FOES.
The left-hand map on this page shows the vast front on which the armies of Russia are operating, single-handed, against two powerful foes, Germany and Austria. For some time great battles on this front have been in progress, which may go far to decide the issue of the war. It was reported on November 22 that the Germans had made another desperate effort to reach Warsaw, and had penetrated



THE GREAT OBJECTIVE OF GERMANY'S EASTERN ARMY: WARSAW AND ITS FORTS.
to within forty miles of the Polish capital. Later reports, however, were more reassuring, and it was said that the Germans had been forced back to within thirty-five miles of their own frontier. An official statement issued from the Russian Headquarters on November 24 said: "Favourable news continues to arrive from the whole front."—[Drawing by Louis Trinquier; Photo. by E.N.A.]



THE LIGHT-HEARTED SOLDIERS OF THE TSAR: RUSSIANS CELEBRATING GOOD NEWS FROM THE FRONT WITH DANCE AND MUSIC.

Describing the characteristics of the Russian soldier, Mr. Hamilton Fyfe wrote recently, from Petrograd: "The qualities which mark him off from all other soldiers are his jolly, schoolboy gaiety and the sincere religious simplicity of his mind." Russian soldiers like music, singing, and dancing. "They can march very long distances, and they never weary so long as the regimental singers at their head keep up a

flow of song. These singers are as much an institution as regimental bands. They have good voices as a rule, and many of them are clever at improvising, making up verses to some popular tune on the spot. Some of the marching songs they sing are patriotic, some sentimental (in 'Tipperary' style), some funny, with the broad, obvious humour that the peasant soldier appreciates." — [Photo. by Shubskaja - Korsakoff.]



WITH "UNQUESTIONING FAITH IN GOD AND IN HIS EMPEROR": A RUSSIAN SOLDIER KISSING THE CROSS BEFORE LEAVING FOR THE FRONT.

Russia regards the great struggle in which she is engaged as a Holy War, and religion is playing a great part both among the people left at home and in the Russian armies on the battlefield. In the article quoted on the opposite page, Mr. Hamilton Fyfe has spoken of the "sincere religious simplicity" of the Russian soldier's mind. "His unquestioning faith in God and in his Emperor," continues the same

writer, "makes him face death, not alone willingly, but eagerly, and with a light heart which gives his naturally jovial spirits full play." This spirit of piety among the troops of the "Little Father" is a powerful influence for increasing their fighting value, as it was, for example, with the soldiers of Cromwell.—[Photo. by Shubskaja-Korsakoff.]



WHERE GERMANY SOUGHT TO ESTABLISH A SUBMARINE BASE, A SCHEME FRUSTRATED BY BRITISH SHELL-FIRE: THE MOLE, ZEEBRUGGE,

On Wednesday, November 25, the Admiralty issued the following statement: "On Monday all points of military significance in Zeebrugge were subjected to heavy bombardment by two British battle-ships. The German opposition was feeble. The extent of the damage is not known. The British ships returned safely." This was particularly interesting news, as, for some weeks, the Germans had been fortifying Zeebrugge

and gathering together stores, with the object of making the place a sea base. Reports as to the damage done by the British shells are, at the moment, of a conflicting character; but it would seem that the place was set on fire; that works near the Bruges Ship Canal are in ruins; and that sections of six German submarines, which had been conveyed there, have been smashed into an unrecognisable tangle of metal. It



IN THE AREA SUBJECTED TO BOMBARDMENT BY TWO OF OUR BATTLE-SHIPS IN ACTION AGAINST ALL POINTS OF MILITARY SIGNIFICANCE.

is understood that German batteries hidden in the dunes near Blankenberghe and guns near Heyst replied to the fire of the British war-ships. Earlier in the day, the fleet had bombarded the coast from Middelkerke northward, towards the Dutch frontier. Zeebrugge, which is fifteen miles north-east of Ostend, is the sea-port of Bruges. Its large Outer Harbour is in communication with a smaller inner basin at the beginning

of the Canal Maritime, which is 230 feet wide and 26 feet deep, allowing sea-going vessels to reach Bruges, six miles away. The crescent-shaped mole which protects the Outer Harbour from the north-west wind is $1\frac{1}{2}$ miles long; is chiefly of blocks of granite; and has cranes, warehouses, and railway-tracks.—[Photograph by Robinson.]



RUSSIAN DANCERS FROM THE IMPERIAL BALLET AS RED CROSS NURSES; AND OTHER SCENES BEHIND THE RUSSIAN FIRING-LINE.

These photographs illustrate both the happy temperament of the Russian soldier, of which more is said on another page, and the devoted work of Russian women, to whom the Empress and her daughters have set a high example, in nursing the wounded. The nurses shown in Photograph No. 1 waiting on wounded soldiers at a meal are members of the Imperial Ballet at Moscow. The other photographs

show: (2) A Russian military band resting on the march, on a strip of grass between two parallel roads; (3) Russian Sisters of Mercy leaving for the front; (4) Russian soldiers asking the engine-driver of a troop train for boiling water to make tea; and (5) A Russian officer giving out pay to his men.—
[Photo. 1 by Illustrations Bureau; the rest by Shubskaja-Korsakoff.]



VICTOR IN POLAND: THE GRAND DUKE NICHOLAS NICOLAIEVITCH OF RUSSIA.

"He is a huge man of certainly 6 ft. 4 in., and impresses one greatly by his absolute lack of affectation and his simplicity." So a visitor describes the Russian Generalissimo. "His dress and mien were as simple as that of any of his numerous Aides. His expression was that of a serious, sober man giving his entire thought and effort to his task."



VANQUISHED IN POLAND: THE GERMAN GENERAL VON HINDENBURG.

General Von Hindenburg holds the supreme command of both the German and Austrian Armies operating in the eastern theatre of war. His success over the Russians at the Masurian Lakes in August made him a popular hero. He is spoken of as a strategist of great ability, and as ruthless as an ardent disciple of the Bernhardt school in making war "rightful."



ONE OF THE TWO TURKISH APPROACHES TO SUEZ: ONE OF THE FEW STREAMS OF SINAI AND ITS DESOLATE HILLS.

Two principal caravan routes cross the Sinai peninsula to Egypt. One passes near the north coast, chiefly through desert country, from Rafa in Palestine to El Kantara on the Suez Canal. The other is the pilgrim route from Akaba, at the head of the gulf of that name, across the central plateau of Sinai, through Nakhl, the capital, to Suez. The beginning of this latter route lies through mountains 2000 feet

high, and the ascent is steep and difficult. After that there is a broad, level track across the plateau. The Wady el Arish stream crosses the road near Nakhl. There are a few other streams on the route, various wells, and reservoirs at Nakhl, but for a large army the water supply would doubtless be a difficult problem.—[Photos. by Underwood and Underwood.]



BLOWN UP AT SHEERNESS WITH THE LOSS OF BETWEEN 700 AND 800 LIVES: H.M.S. "BULWARK."

The news of the "Bulwark" catastrophe on November 26 was publicly announced by Mr. Churchill. "I regret to say I have some bad news for the House. The 'Bulwark' battle-ship, which was lying in Sheerness this morning, blew up at 7.53 o'clock. The Vice- and Rear- Admirals who were present have reported their conviction that it was an internal magazine explosion which rent the ship asunder.

There was apparently no upheaval in the water, and the ship had entirely disappeared when the smoke had cleared away. . . . Only 12 men are saved. All the officers and the rest of the crew . . . between 700 and 800, have perished." On the following morning the names of 14 survivors were announced. The ship was a 15,000-ton pre-Dreadnought, built in 1899.—[Photo. by Cribb.]



THE LATE MAJOR C. A. L. YATE.
2ND BN. KING'S OWN (YORKSHIRE LIGHT INFANTRY)



LANCE-CORPORAL F. W. HOLMES.
2ND BN. KING'S OWN (YORKSHIRE LIGHT INFANTRY)



DRIVER J. H. C. DRAIN.
37TH BATTERY R.F.A.



LANCE-CORPORAL WILLIAM FULLER.
2ND BN. WELSH REGIMENT.



PRIVATE S. F. GODLEY.
4TH BN. ROYAL FUSILIERS.



THE LATE CAPTAIN E. K. BRADBURY.
"L" BATTERY R.H.A.



"FOR VALOUR": BRITISH SOLDIERS WHO HAVE BEEN AWARDED THE VICTORIA CROSS DURING THE WAR.

Major Yate was wounded while leading nineteen survivors of his company at Le Cateau on August 26. Lance-Corporal Holmes on the same day there carried a wounded man out of the trenches under heavy fire, and helped to save a gun. Driver Drain also helped in saving guns at Le Cateau. Lance-Corporal Fuller carried Captain Mark Haggard (nephew of Sir H. Rider Haggard), who was mortally wounded,

back to cover under heavy fire near Chivy. Private Godley fought his machine-gun for two hours under fire after being wounded at Mons. Captain Bradbury, who died of his wounds, took part in the heroic defence of "L" Battery of the Royal Horse Artillery at Nery on September 1.—[Photos. by Elliott and Fry, Carter's Studios, National Photo. Co., Newspaper Illustrations, and Laf-yette.]



BRITISH NAVAL AIRMEN DISTINGUISHED IN THE WAR: OFFICERS OF THE NAVAL WING OF THE R.F.C., WITH THEIR MECHANICS.

Seated in the centre is Commander Samson, who has done excellent work in command of the Aeroplane and Armoured Motor Support of the Royal Naval Air Service. The Kaiser recently set a price of £1000 on the head of the Commander of the British armoured trains that have wrought such havoc among his troops, and it is generally assumed that Commander Samson is the officer in question. First

and second on the left (of the officers seated) are Flight-Commander J. T. Babington and Squadron-Commander Briggs, who took part in the air-raid on Friedrichshafen. Fifth from the left is Flight-Lieutenant Marix, who raided Düsseldorf; and seventh from the left (with a white dog), Flight-Lieutenant C. F. Beevor, believed lost, with Lord Annesley, while flying to France.—[Photo. by Cribb.]



THE CALL OF THE EMPIRE IN SOUTH AFRICA: RHODESIANS FOR THE FRONT AND CAPE LOYALISTS WITH CAPTURED REBELS.

Rhodesia has responded finely to the call of the Empire, not less than one-seventh of her male adults being under arms, for service either in Europe or South Africa. By October 8, about 300 men had already left to enlist in Lord Kitchener's new armies, and a Rhodesian Contingent of 500 was being raised. Photograph No. 1 shows the Bulawayo section for the front marching out of the Drill Hall grounds to

the station on October 21. A second Rhodesian Contingent of 500 men is being organised. The other three photographs come from Pretoria. No. 2 shows a group of Loyalists; No. 3, Rebels captured by General Botha being marched to gaol; and No. 4, the Loyalist guard who brought them to Pretoria. They are distinguishable from rebels by white bands round their hats. The gaol is on the right.



THE WAR IN SOUTH AFRICA, WHERE RAILWAYS AND ARMoured TRAINS ARE MUCH USED: A BURghER COMMANDO DETRAINING.

Fighting still continues between the Loyalists and the Rebels in South Africa. On November 21 detachments of the Pretoria Regiment and Enslin's Horse went from Pretoria by train to Hammanskraal, twenty-eight miles north, where a police post was threatened by the enemy. A sharp engagement took place. On the 26th it was reported from Pretoria that the Rebels had been very active on the railway

between Reitz and Frankfort, where they had attempted to damage and derail armoured trains. They attacked one when it was in a deep cutting, but were driven off. A second armoured train, sent out to repair the line, also engaged the rebels, and a third has been operating in the same district. The armoured trains are in charge of officers of the South African Engineer Corps.



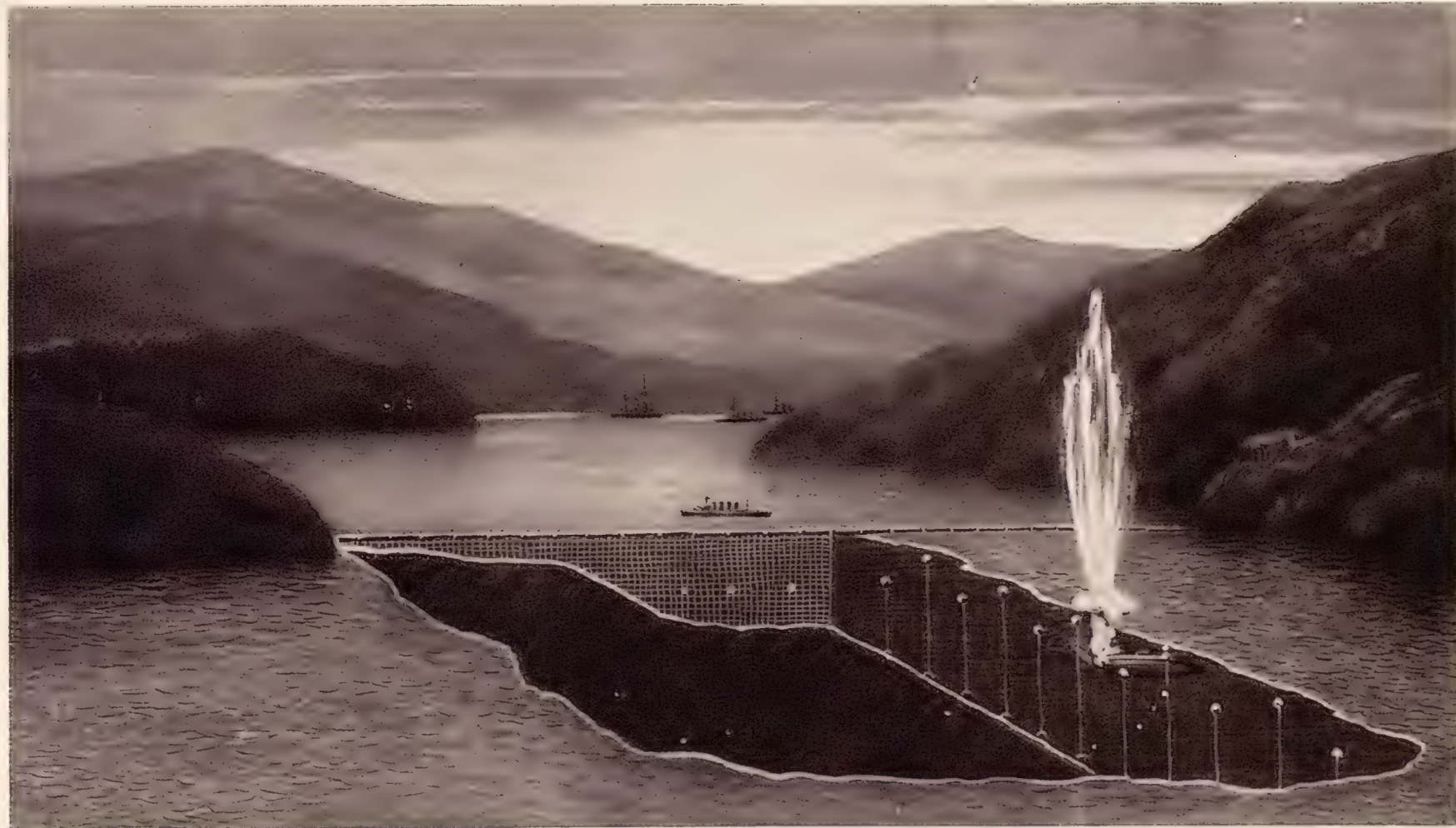
THE STORMING OF THE MAIN FORT AT TSING-TAU: THE LAST STAND.

Our illustration, reproduced from a German paper, depicts the scene, as represented in Germany, of the last stand of the garrison of Tsing-tau. According to the Japanese advices, the main fort was stormed at midnight on November 6, by two companies of infantry and a squad of sappers. Japanese and British fought side by side, and, with the fort, they took 200 German prisoners.



IN A GERMAN FIELD HOSPITAL: A SOLDIER'S DEATH-BED CONFESSION.

This is a German field hospital incident the like of which is, of course, of continual occurrence in rear of the fighting lines. The picture shows a dying soldier, apparently a Roman Catholic, in the act of making his last confession to a Red Cross chaplain of his own creed. A considerable percentage of the South Germans in the Kaiser's army are Roman Catholics, notably the Bavarians.



HARBOUR DEFENCE AGAINST SUBMARINES: A MINE-FIELD AND A HEAVY STEEL NET HUNG FROM LOG BOOMS.

In the open sea the submarine may range as far as its petrol supply can take it. On the other hand, it is barred from harbours, where the entrance is blocked by net-defence, the nets being suspended from heavy steel cables, in conjunction with mines. No submarine dare venture to pass through a mine-field, where the mines are laid at varying depths. The fate of one in contact with a mine so laid is seen

above. Contact with one or other of the mines would be inevitable either by direct collision or by getting entangled in the mooring-cables, if an attempt to steal through were made. Certain British naval ports have been rendered inaccessible to German submarines by similar methods.—[By Courtesy of the "Scientific American."]



PRAYER, WITH THE GOSPEL RESTING ON CROSSED BAYONETS: RUSSIAN PIETY

Describing this scene, so typical of the spirit of piety pervading the Russian armies, Professor Pares, authorised British correspondent at the Russian Headquarters, writes: "An infantry regiment . . . stood drawn up under arms and in a hollow square. At its head a priest was preaching, arrayed in rich blue vestments. . . . As I approached he was saying: 'Never forget that wherever you are and whatever is happening to you the eye of God is on you and watching over you.' . . . At one point all the regiment crossed themselves for the

prayers for
comrades,
improvised



NETS: RUSSIAN PIETY ON THE BATTLEFIELD.—FROM THE PAINTING BY FRÉDÉRIC DE HAENEN.

"An infantry
was saying:
nselfs for the

prayers for the Emperor. All fell on their knees again for the prayers for the Russian troops and for the armies of the Allies. . . . Once more all knelt at the prayers for their slain comrades, while the beautiful 'Eternal Memory' was chanted by the little choir. . . . There were impressive moments when the priest placed a little Gospel, bound in blue velvet, on an improvised lectern of six bayonets crossed in front of him, and when turning to all sides he shadowed the men with a little gold cross, which he waved slowly with both hands."



CAUGHT IN THE BELGIAN-MADE FLOODS: AN ABANDONED GERMAN GUN.

The inundated country, between Dixmude and Nieuport, in the neighbourhood in which the Belgians broke through their dykes and flooded the Germans out, stopping their advance, bears all manner of traces of the catastrophe to the enemy. German howitzers abandoned in the mud have been recovered, but other guns remain as yet beyond reach amidst the waste of waters.—[Drawn by L. Sabattier.]



MORE VANDALISM: GERMAN SHELLS ON THE CLOTH HALL AT YPRES.

Our illustration shows the opening of the German bombardment of the Cloth Hall of Ypres, a masterpiece of Flemish art, and the sixteenth-century Hotel de Ville. Both buildings have been seriously damaged. The Cloth Hall, or Halle des Drapiers, took a century to build: its foundation-stone was laid in 1200. It is shown to the left; with the belfry. To the right is the Hotel de Ville.—[Drawn by Fraipont.]



THE EARS OF THE GERMAN ARMY: TELEPHONISTS IN A HAYSTACK.

The left-hand photograph shows a German artillery observation-post in a haystack. An officer above takes the observations and the telephone-operator transmits them to headquarters. The right-hand drawing is from a rough sketch by a British officer, who writes of the German telephone-spies: "A favourite hiding-place is a hole burrowed out of the side of a corn or hay stack, and then concealed by



RAIDING A WIRE-TAPPER'S NEST: BRITISH SOLDIERS HUNTING GERMAN SPIES.

stooks. This escapes notice, because the Allied troops cloak similar shelters when bivouacking. Very thin wire is then attached to the wire it is wished to tap and led into the shelter where the spy lies. The sketch shows an attempt to round up such a spy. The wire was found, but the bird had flown."—[Photo. by Topical; Drawing by H. W. Koekkoek, Copyrighted in the United States and Canada.]



"STRAIGHT AT THE GUNS THE LANCERS RODE": THE CHARGE OF THE 9TH LANCERS AT A GERMAN BATTERY NEAR MONS.

The charge of the 9th Lancers against a German battery near Mons will go down to history among the glorious deeds of the British Army. The Lancers had been covering the retreat of the infantry when they were ordered to take eleven German guns near a wood about a mile away. They charged amid a storm of bullets and shrapnel. Many of the German gunners fled into the woods, but those who

remained were cut to pieces. The Lancers then put the guns out of action and rode back under fire from other batteries. This picture is reproduced by courtesy of the "Illustrated London News," with whose Christmas Number it is presented, as a large photogravure plate, in company with a large plate of the picture opposite. The price of the issue is one shilling.



"THE TALE OF A GLORIOUS END": A BROTHER-OFFICER TELLS THE STORY OF THE GALLANT DEATH OF THE ONLY SON.

Some fine lines expressing the mingled pride and sorrow of a father whose eldest son has fallen on the field of honour, appeared in the "Times" of November 27. The poem is so appropriate to our picture that we may be pardoned for quoting one passage: "But we With eyes undimmed march on—our mourning robes Be-jewelled by the deeds of those that die, Lustre on lustre—till no sable patch Peeps

through their brilliance." In the picture a wounded officer is telling the parents and sister of a fallen comrade how he died. The dead man's sword is lying on the table. We reproduce the picture by courtesy of the "Illustrated London News," with whose Christmas Number it is given as a large photogravure plate; together with a large plate of the picture opposite. The price of the issue is one shilling.



A ROAD SMASHED UP BY SHELL-FIRE TO MAKE IT USELESS FOR MOTOR-TRANSPORT: A COMBINATION

In addition to performing what may be termed their natural functions of killing men and destroying fortifications and buildings, our big-shell-firing howitzers and heavy position-guns have been put to other use on occasion during the war: that of damaging the roads traversed by the enemy within range of our batteries, by dropping shells on them in order that the cavernous holes made by their explosion may render them

impassable for German ammunition and food-supply motor-lorries. "Eye-Witness," in one of his latest letters from the front, says this concerning the operation. "Some of the roads behind the enemy's front line in one quarter have, it is believed, become impassable owing partly to the weather conditions . . . and also to the attentions of the Allied artillery. It is possible to render roads impracticable by long-range fire

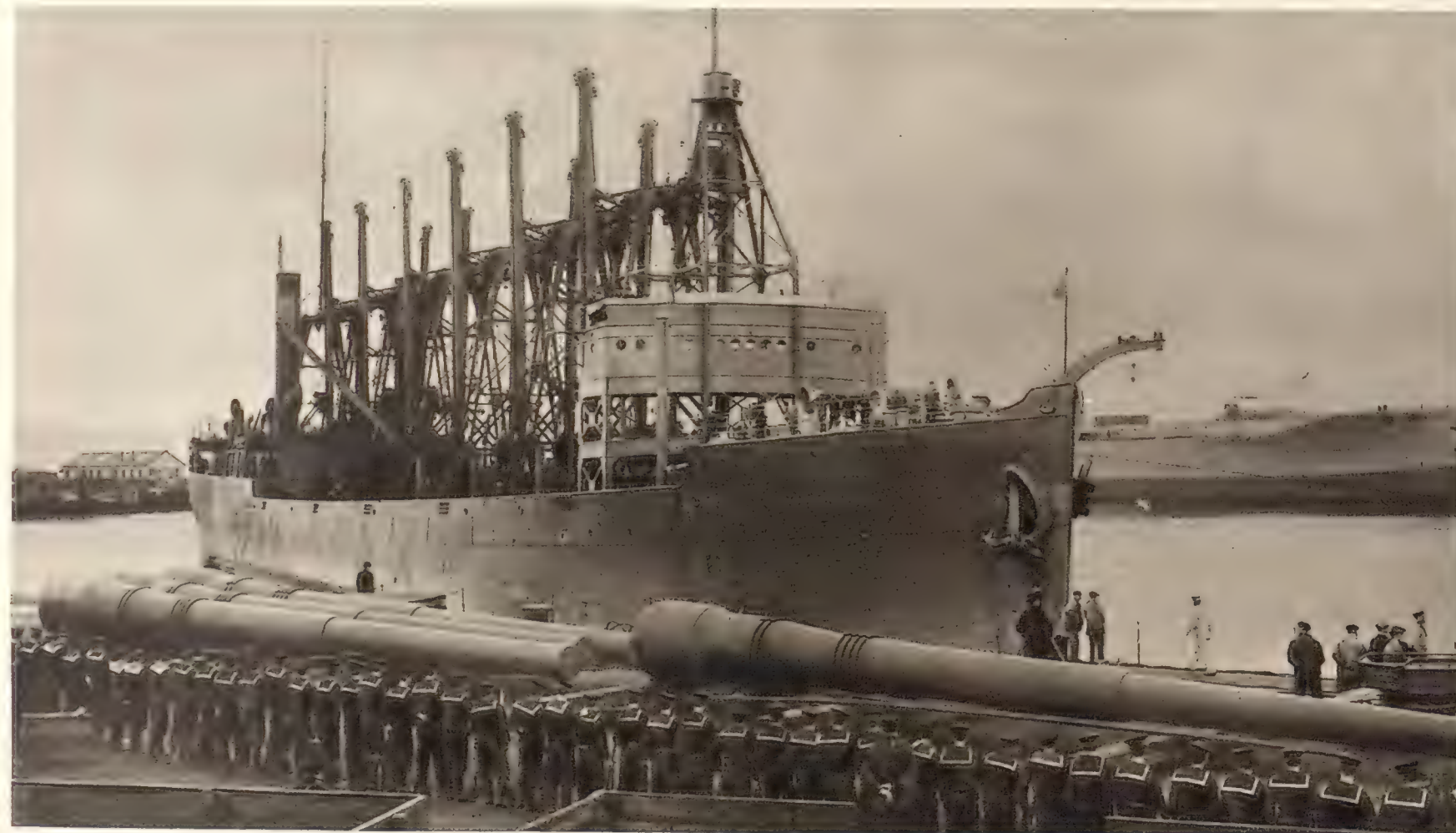
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OF CRATERS FORMED IN THE HIGHWAY BY BRITISH ARTILLERY, TO STOP THE ENEMY'S ADVANCE.

from heavy guns, either by shelling any object that attempts to pass, or by merely dropping shell on the road itself. A combination of craters—such as are made by large calibre, high-explosive shell—and a sea of deep mud forms an obstacle difficult of negotiation by motor-transport." The idea of so bombarding roads purposely has probably been taken from what happened to the roads in rear of our own trenches on

the Aisne after the daily "Black Maria" shellings, the projectiles which overshot the trenches making gaping chasms where they exploded. A drawing in a former issue of "The Illustrated War News," indeed, shows how we had to substitute for the A.S.C. motor-lorries horsed country vehicles able to pick a path between the shell-craters.—[Drawn by Cyrus Cunco, R.O.I.]



THE "SANTA CLAUS" SHIP FROM THE UNITED STATES—WITH BIG NAVAL GUNS IN THE FOREGROUND: THE "JASON"; WITH GIFTS.

Very kindly was the thought which prompted the lading of a big United States ship with Christmas gifts for child-sufferers by the Great War. With impartial hand, the American Santa Claus scatters his gifts among the children of the belligerent nations, and on Wednesday, November 25, the Christmas ship, "Jason," with her unique cargo, in charge of Mr. J. C. O'Laughlin, of the "Chicago Herald," the

journal which initiated the scheme, was met at the Eddystone by a destroyer flotilla and cordial greetings were exchanged. Hearty official welcomes were extended when she arrived at Devonport. The cargo includes all kinds of "comforts" in 2000 packing-cases, weighing 12,000 tons, and comprising 5,000,000 separate gifts! The next call of the "Jason" was Marseilles.—[Photo. by Topical.]



LOOT! WHAT A GERMAN INVASION MEANS TO THE CIVILIAN WHEN SOLDIERS GET OUT OF HAND.

According to a number of reports, certain German officers and men, at all events, have been looting systematically in Belgium and France. Women's trinkets and jewellery, watches and clocks, drawing-room knicknacks, family heirlooms of artistic interest or cash value, pictures, furniture even—all are said to have provided spoil for the invaders' callous rapacity. Army baggage-wagons packed with

plunder are stated to have been seen starting for Germany. In one case, indeed, it is asserted, a German Red Cross van went off from a French town packed with loot from the neighbourhood. A German officer taken prisoner by the French is declared to have had his pockets bulging with ladies' bangles, rings, bracelets, and necklaces. He was court-martialled and shot.—[Drawn by Lucien Jonas.]



THE IMPORTANT TURKISH PORT OCCUPIED BY AN ANGLO-INDIAN FORCE: (1) ASHAR, NEAR BASRA. (2) BASRA CREEK FROM ASHAR BRIDGE.

The Secretary for India announced on November 24: "The recent operations in the Persian Gulf have been crowned with even greater and more rapid success than was anticipated. After the signal defeat inflicted upon the Turkish forces on the 15th and 17th, the latter, abandoning all further resistance here, fled, leaving eight guns and many wounded in our hands. The Valis of Basra and Baghdad

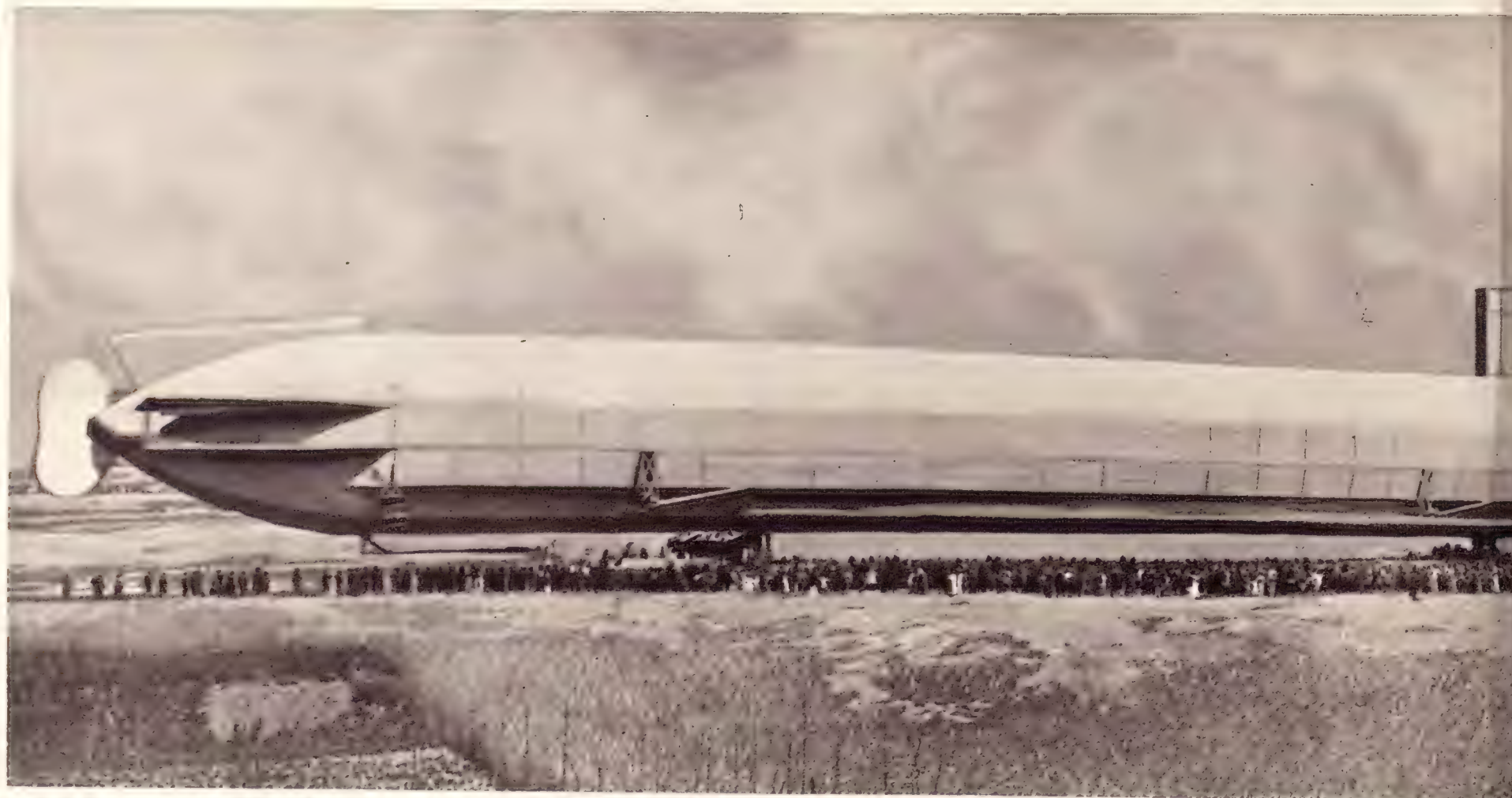
accompanied the defeated Turkish forces in their flight up the Tigris. Basra was occupied on the 21st inst. by both our naval and land forces. All the British in Basra are reported safe." Basra is a famous Turkish port, where Germans had been very active. The upper photograph shows a bridge over the creek at Ashar, and the lower one, a view up the creek towards Basra.



SINDBAD THE SAILOR'S HOME IN BRITISH HANDS: IN AND NEAR BASRA—(1) EZRA'S TOMB. (2) A BASRA STREET CORNER.

Basra, which was captured by the Anglo-Indian force within seventeen days of the beginning of war with Turkey, is a port famous throughout the East, serving Bagdad and the whole of Mesopotamia. It lies on the river Shat-el-Arab, formed by the confluence of the Tigris and Euphrates, some fifty-five miles from its mouth. For 250 years Basra has been the chief Turkish stronghold at the head of the

Persian Gulf. The famous Caliph Omar founded it, and the real Sindbad the Sailor at one time had his home there. Ezra's tomb, which is much visited by Jewish pilgrims, stands on the right bank of the Tigris near Amara and Gurmah, the latter a town at the junction of the Tigris and Euphrates. The tomb has a very ancient roof of light-blue enamelled tiles.



A TARGET "LONGER THAN CANTERBURY CATHEDRAL," SUCH AS OUR AIRMEN HAVE TO AIM AT WHEN THEY MAKE

The British Consul-General for Belgium, Sir Cecil Hertslet, speaking of his experiences at Antwerp, said that nothing he could think of was more nerve-racking than a Zeppelin raid. A great air-ship, many feet longer than Canterbury Cathedral, came sailing over Antwerp at dead of night and dropped its bombs without a moment's warning. Fortunately, the great size of the Zeppelins is not all in the enemy's favour. It

necessitates the construction of huge sheds capable of "docking" them at every base from which they operate, and these sheds, as well as the air-ships themselves, offer an enormous target to the bombs of our adventurous airmen, such as those who so daringly raided the Zeppelin headquarters at Friedrichshafen, and those who previously attacked the Zeppelin sheds at Düsseldorf. Other disadvantages of Zeppelins, for

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A RAID UPON A ZEPPELIN SHED: ONE OF THE KAISER'S AIR-DREADNOUGHTS EMERGING FROM ITS HUGE "DOCK."

the purposes of long aerial voyages, such as would be necessary for an attack on London, were pointed out in a recent article describing the experiences of an airman who went for a trip in one as a passenger. Every time the engines back-fired the air-ship jumped with a fearful jar, and the wind-currents made it pitch about in all directions. He was expecting it to break all the time, and was not sorry to descend to earth.

His apprehensions were not allayed, afterwards, by seeing a mechanic go inside the outer-skin, and sweep up quantities of bolts and nuts which the strain on the framework had caused to work loose and fall out. The framework of a Zeppelin is composed of an immense number of light aluminium girders.—[By Courtesy of the "Scientific American."]

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GUIDING THE MONITORS' FIRE: FIELD-TELEPHONE AND "FLAG-WAGGING."

The field-telephone has proved very useful in the coast fighting near Ostend, enabling rapid communication to be kept up between the British and French naval brigades ashore and the squadron attacking from the offing. Our illustration shows bluejackets receiving telephone-messages from inland and transmitting them by hand-signalling with flags to guide the fire of the bombarding monitors and other war-ships.



THE HARVEST OF THE GREAT-WAR YEAR: THE SOWER AND THE REAPER.

In a letter to the Minister of War, on his return from his recent visit to the front, M. Poincaré, the French President, wrote how he had one day been much touched by seeing "within range of the shells, under a sky dark and heavy with the smoke of the cannonading, French peasants calmly ploughing in some places and sowing in others."—[Drawn by L. Sabattier.]



"THE DAY" AND THE KAISER'S PLACE OF FINAL SETTLEMENT: GERMANY'S GRAND OBJECTIVE IN THE WAR AS THE ENEMY SEE IT.

This pictorial map, of our south-eastern harbours, roads and railways, coast, and of the Straits of Dover, from a German paper, has a sinister significance at the present time. It is of very noteworthy interest just now, when the Kaiser, inhumanly reckless of the appalling sacrifice of thousands on thousands of his first-line soldiers, the flower of German manhood, still persists in repeating his vain

efforts to "hack a way through" to Calais and the English Channel. At the same time it may help to make plainer still to some of our own people how the mind of all Germany remains fixed with vindictive intentness on a landing on British soil to wreak with fire and sword on our towns and villages the consummation of the maledictions of the atrocious "Hymn of Hate."



OUT OF SIGHT: A GERMAN ARTILLERY OFFICER USING A SCISSORS-TELESCOPE.

The artillery observation-ladder enables the officer in command of a battery to direct the fire of guns concealed from their opponents. From his perch he can see what his men cannot. The officer is shown using a stereo-telescope or "scissors-telescope," the arms of which can be raised to look over the top of a wall or extended to look on either side of a tree.—[Photo. by Illustrations Bureau.]



THE LAND "PERISCOPE": A GERMAN OBSERVING WITH A HYPOSCOPE.

The hyposcope, which a German staff officer is seen using, serves for keeping observation from behind cover. It is similar to the submarine's periscope (the object-glass being sixteen feet from the ground), and travels on a limber. The handle seen hoists the telescopic part, working a wire rope behind the standard.—[Photo. by Illustrations Bureau.]



A FACTOR IN THE SUCCESS OF THE RUSSIAN ARMY: THE EFFICIENT TRANSPORT SERVICE—A ROAD "MENED" IN POLAND.

Since the Russo-Japanese War, the Russian Army, including, of course, its transport service, has been thoroughly reorganised, mainly by the efforts of General Soukhomlinov, "the Russian Kitchener." Describing the mobilisation of our great Eastern Ally at the commencement of the war, Mr. Marr Murray writes in his little book, "The Russian Advance": "The organisation, thanks to the genius of Souk-

homlinov, proved perfect. The smallest detail had been prepared, and every possibility foreseen. The photograph illustrates some of the difficulties with which the Russian transport service had to contend during the advance in Poland, and how these difficulties were overcome. Much of the ground was marshy, and bad places had to be strengthened with planks.—[Photo, by Illustrations Bureau.]



THE REVERENT SPIRIT OF THE RUSSIAN ARMY: TROOPS IN POLAND LISTENING TO THE ORDERS OF THE DAY BARE-HEADED.

An indication of the spirit of reverent obedience that pervades the Russian Army during the great struggle, which they regard as a holy war, is impressively afforded by the spectacle of troops standing bareheaded to hear the orders of the day. Very inspiring news has recently been arriving from the seat of war in Poland regarding Russian successes. The official statement from the Russian headquarters issued on

November 29 said: "Along the left bank of the Vistula the Germans are conducting a counter-attack. According to the prisoners the German losses are enormous. Many battalions have lost all their officers. . . . The Austrian army which was defending the approaches to the east of Cracow . . . was defeated on Thursday, and pursued and repulsed."—[Photo. by Illustrations Bureau.]



THE RESULT OF A CONFLICT BETWEEN THE TWO MOST DREADED TYPES OF CAVALRY: COSSACKS WITH CAPTURED UHLANS.

In the present war Cossacks and Uhlans have had opportunities of meeting, and proving their relative merits. Our photograph may be regarded as an indication of the general result. Writing from Radom recently, a "Times" correspondent said: "I am of the opinion that the terrible name given to the Cossack is a libel. There may be undesirable individuals, but most of them that I have seen have been

great overgrown children. Incidentally I am gradually forming a similar impression of the Uhlans. They may be quite different men on the other frontier, but those that have been taken prisoners here by the Russians are anything but terrifying spectacles. Most of them that I have seen are very young and look like schoolboys in uniform." [Photo. by Illustrations Bureau.]



THE TREMENDOUS BATTLES BETWEEN THE RUSSIANS AND THE GERMANS AND AUSTRIANS: GENERAL DMITRIEFF, WINNER OF A VICTORY ALMOST

General Radko Dmitrieff, whose portrait is seen on the left, is at the head of the Russian southern group of army corps. He has just added to his former achievements in war by winning a signal victory "almost under the walls" of Cracow. He is a Bulgarian, and made his name famous during the Balkan War by his triumph over the Turks in the smashing battle of Kirk Kilisse. In the present campaign, General

Dmitrieff brilliantly distinguished himself on the occasion of General Russky's overthrow of the Austrians at Lemberg.—Our centre illustration shows a Russian ambulance train plodding its way through deep snow in Poland, escorted by Cossacks.—General August von Mackensen, whose portrait is on the right, fills just now a prominent place in the eyes of the world, as the commander of the five German army corps which,

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UNDER THE WALLS OF CRACOW; A RUSSIAN AMBULANCE-TRAIN; AND THE GERMAN GENERAL VON MACKENSEN, A DESPERATE FIGHTER NEAR LODZ.

after being beaten back as the result of Marshal von Hindenburg's strategic effort to take Warsaw in the middle of November, have been fighting desperately in the neighbourhood of Lodz to prevent themselves from being hemmed in by the reinforcing Russian armies from Poland as these closed round. A Saxon by origin, and a man of sixty-four, General Mackensen entered the Guard Hussars in 1869, and lately com-

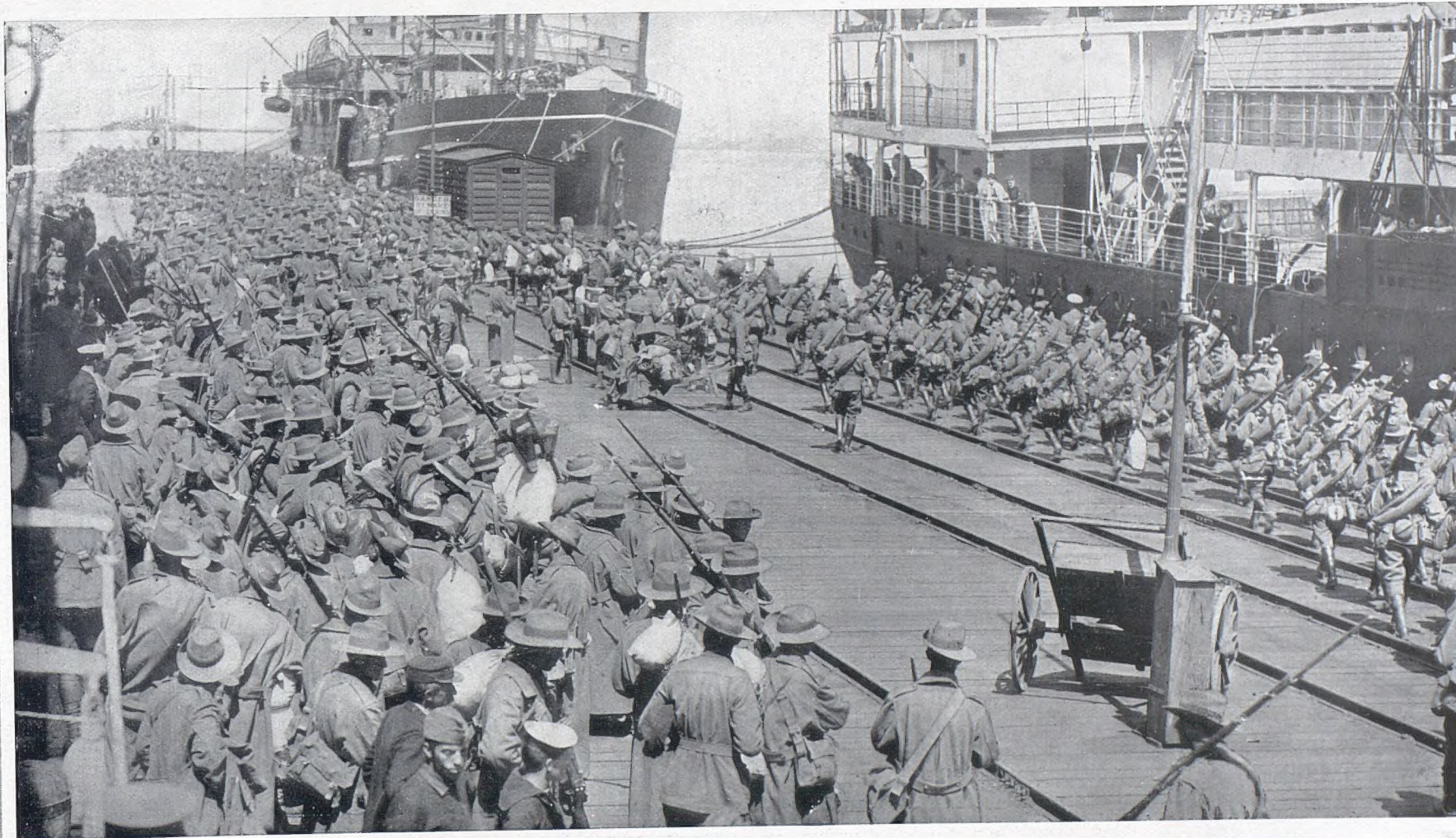
manded the "Death's Head Brigade" of Hussars. As Brigadier he came into conflict with the Crown Prince, who was Colonel of one of the regiments. The affair resulted in the Prince's resignation, on which his Imperial Highness issued to the men of his corps a sabre-rattling farewell address, whose swashbuckling sentiments went the round of the European Press.—[Photos. by Record Press and C.N.]



AS USED BY THE BRITISH AGAINST THE GERMAN TRENCHES ALMOST TOUCHING THEIR OWN: RIFLE-GRENADES.

It was noted the other day that the British rifle-grenades have proved very effective in the fighting, the enemy's trenches being so close to those of the Allies that even hand-grenades might be used. Our illustrations show a rifle-grenade—the Marten Hale—invented in 1907, and since made considerably more deadly. Photograph No. 1 shows the carrier holding three grenades, with cartridges for firing them,

also detonators and rope for throwing by hand. No. 2 shows soldiers in a trench firing grenades. No. 3 shows a soldier with four grenades, carried on a waistbelt. Photo. No. 4 shows the grenade. The charge bursts on impact alike on earth, water, or snow. The grenade weighs under two pounds. No. 5 shows one fixed for firing. No. 6 shows a firing position.—[Photos. by Halfpines.]



"KEEN, EAGER, AND ZEALOUS": THE DEPARTURE FROM MELBOURNE OF THE AUSTRALIAN EXPEDITION FOR THE GREAT WAR.

The Mother Country has had splendid proof that she may turn to her sons Over-seas with confidence, and it is announced, for example, that a second contingent is coming from Australia, as from elsewhere. Brigadier-General Bridges, Commander-in-Chief of the Australian Imperial Expeditionary Force, after having inspected the Australian troops at the various camps, said: "Physically the troops are very fine

indeed, and from what I have observed they are showing a wholly admirable and commendable spirit. They are in the utmost good heart, keen, eager, and zealous in all their work. What they lack in technical knowledge and training, there is no doubt they make up in adaptability . . . we have practically all the men we require." Our illustration shows the gallant expeditionary contingent leaving Melbourne.



BRITISH ARTILLERY AND CAVALRY: DISGUISED GUNS, AND ONE OF THE TERRITORIAL REGIMENTS PRAISED IN SIR JOHN FRENCH'S DESPATCH.

The concealment of artillery positions has been necessitated by the use of aeroplane scouts, and the art of disguising guns under leaves, branches, and other coverings (as seen in Photographs Nos. 1 and 2) has been much practised by British artillerymen. Photograph No. 3 shows the Queen's Own Oxfordshire Hussars passing through a village. This regiment is one of those of which Sir John French wrote in

his despatch of November 20: "In the period covered . . . Territorial troops have been used for the first time in the Army under my command. . . . The conduct and bearing of these units under fire, and the efficient manner in which they carried out their various duties, have imbued me with the highest hope as to the value and help of Territorial troops generally."—[Photos. by Illustrations Bureau and C.N.]

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